

MANCHESTER AIRPORT, BRICK HANGAR
East of Pine Island Pond, south of
North Perimeter Road
Manchester
Hillsborough County
New Hampshire

HAER No. NH-32-B

HAER
NH
6-MANCH,
13B-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Northeast Region
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, P.A. 19106

HISTORIC AMERICAN ENGINEERING RECORD

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Location: East of Pine Island Pond, south of North Perimeter Road
Manchester
Hillsborough County, New Hampshire
Universal Transverse Mercator Coordinates: 19.300800.4756420
USGS Manchester South, New Hampshire, Quadrangle

Date(s) of Construction: circa 1939

Engineer, etc.: Unknown

Present Owner(s): City of Manchester

Present Occupant(s): Manchester Airport

Present Use: Storage

Significance: The Brick Hangar is significant as the only unaltered aircraft hangar of two hangars constructed at Smith Field, Manchester's first municipal airport. It is an excellent example of an early air transportation structure, and embodies distinctive characteristics of early aircraft hangar construction.

Project Information: Manchester Airport, in association with the Federal Aviation Administration (FAA), proposes to remove three buildings associated with the airport's historic development for new construction. A memorandum of agreement outlining stipulations to mitigate adverse effects was drafted by Manchester Airport, FAA, and New Hampshire State Historic Preservation Officer (NHSPO), and was accepted by the Advisory Council on Historic Preservation. Stipulations include recordation of the Manchester Airport Complex, Terminal Building, Brick Hangar, and Large Hangar, to Historic American Engineering Record (HAER) standards. The Public Archaeology Laboratory, Inc. of Pawtucket, Rhode Island, was retained by The Smart Associates, Environmental Consultants, Inc., on behalf of the Airport and FAA, to prepare the HAER documents.

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The Public Archaeology Laboratory, Inc.
210 Lonsdale Avenue
Pawtucket, RI 02860

PART I. DESCRIPTIVE INFORMATION

The Brick Hangar is located on the northwest edge of the Manchester Airport, east of Pine Island Pond, between North Perimeter Road and Runway 6-24. It is the southeastern structure in a row of three structures which include the Administration/Terminal Building (HAER No. NH-32-A, built in 1936), and a highly-altered, circa 1933 hangar.

The Brick Hangar is a 100 by 100 foot, 7 -by-6-bay, one-story building with a clear-span interior. The exterior walls are load-bearing brick with concrete-capped buttresses dividing the bays. The hangar has an asphalt-sheathed, moderate-pitch, built-up, front-gable roof with gable ends sheathed in corrugated transite siding. The roof is supported by a series of steel trusses mounted over the piers, and concealed by a plywood ceiling. The floor is a thick, poured, reinforced concrete slab. A temporary plywood-walled storage room is located in the north corner. The entire southeast elevation is occupied by eight, full-height, overlapping, manually-operated, steel door leaves that slide horizontally on adjustable-height, steel rollers and provide overhead clearance of 20½ ft. The outboard door panels are fixed and contain steel personnel doors. Builder's plates on the doors display the legend: "Fenestra Airplane Hangar Doors, Detroit Steel Products Company, Detroit, Michigan (Patents Pending)". Fenestration consists of large, multi-pane, steel-sash running in a band along the tops of the walls and hangar doors. A low, 20 by 20 ft, windowless, asphalt-sided, gable-roofed heating furnace room addition with a short, brick chimney and two sets of paneled wood doors is attached to the rear, northwest elevation.

PART II. HISTORICAL INFORMATION

The 1995 New Hampshire Division of Historical Resources *Area Form for the Early Municipal Aviation Historic District* by Lynne Emerson Monroe and Kari Ann Federer recounts the history of the complex as follows:

The first aviation structures at Manchester Municipal Airport were simple buildings for sheltering pilots. In 1928 a hangar (no longer extant) was built for Northeast Airways. During the Depression two hangars were constructed through Works Progress Administration programs. The first, constructed about 1933, and now highly-altered, stands northeast of the Administration/Terminal Building (HAER No. NH-32-A). The second hangar was the Brick Hangar, built in 1939. This structure covers 10,000 sq ft of floor space, accommodated up to 15 airplanes, and was the largest aircraft hangar in New Hampshire at the time of its construction. In 1939 Granite State Airways used the Brick Hangar for a World War II civilian pilot training program. In 1940 the War Department chose Manchester for a U.S. Army Air Corps base, and the Brick Hangar was turned over to military use during the duration of the war.

After World War II the Brick Hangar reverted to commercial and municipal use under Northeast Airlines, Inc. The Brick Hangar became redundant with construction of the Ammon Terminal in 1962. The Brick Hangar was then used for storage by an air freight company, and more recently has been used by the Manchester Airport for storage of sand for winter runway application.

PART III. SOURCES OF INFORMATION

A. Engineering drawings:

None located.

B. Historic views:

None located.

C. Interviews:

None conducted.

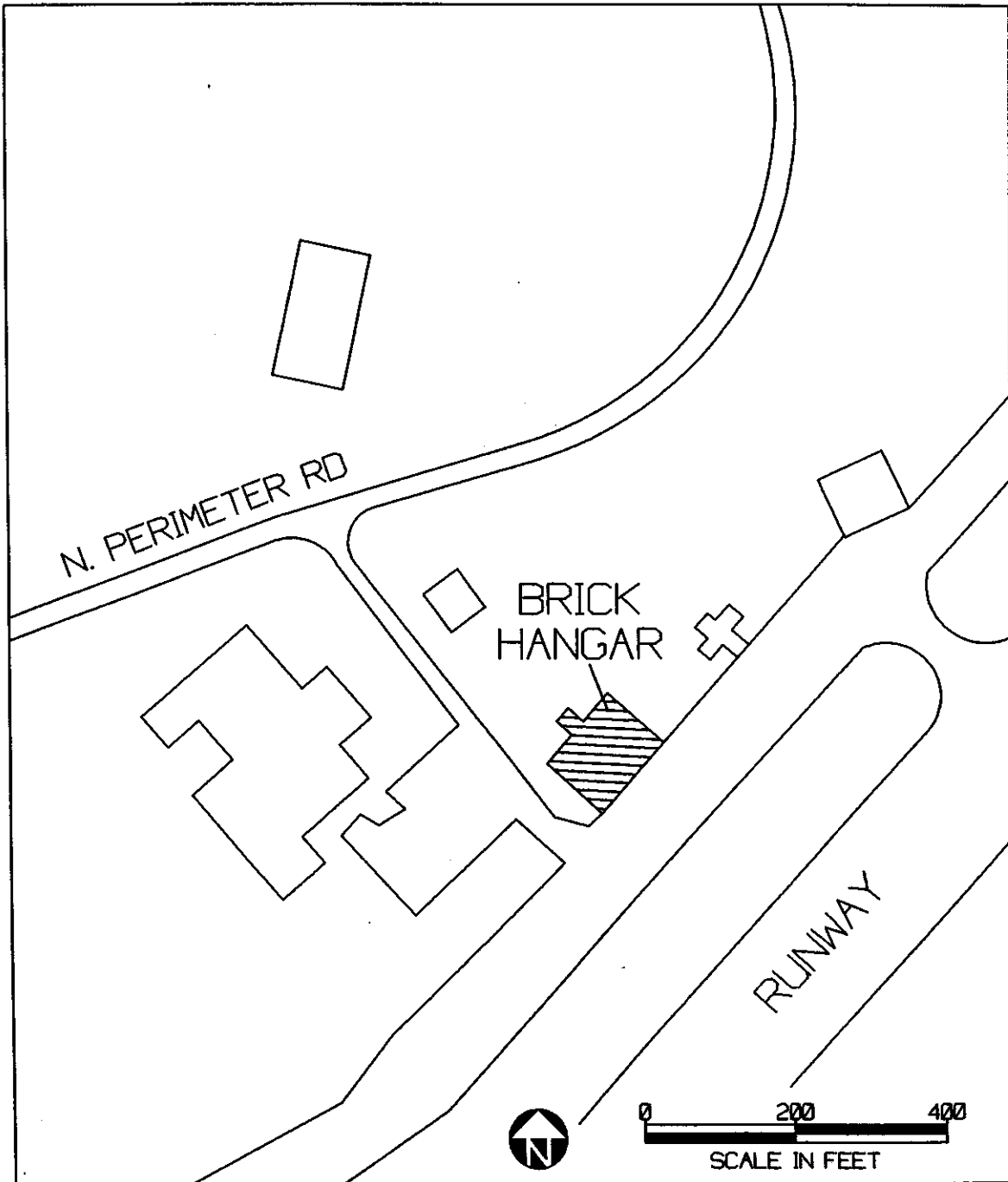
D. Bibliography:

Monroe, Lynne Emerson and Kari Ann Federer

1995 *Area Form for the Early Municipal Aviation Historic District, Manchester, New Hampshire.* New Hampshire Division of Historical Resources, Concord, NH.

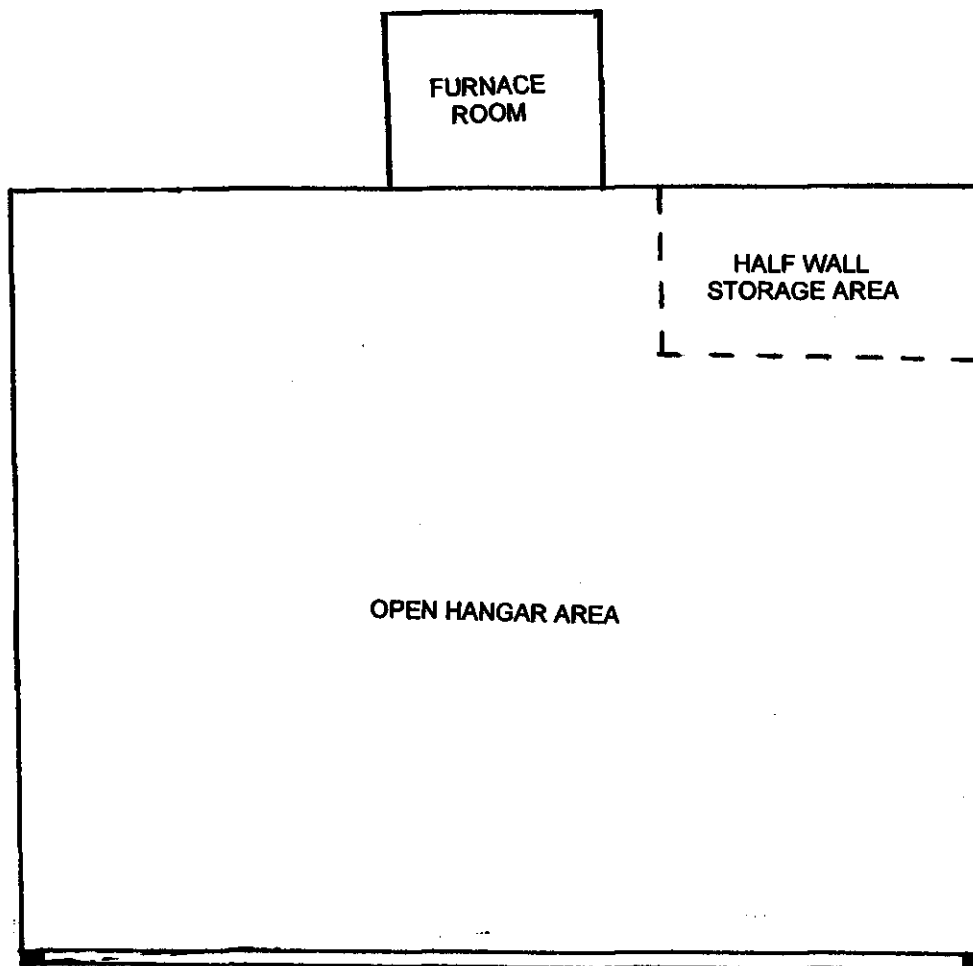
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Site Plan



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Floor Plan



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